

System Management

11. Highway Development Policy

It is the policy of the Board to establish minimum acceptable standards and consider investments on state highways based on the classification of highways by purpose and importance to the state transportation system. The Board will direct ADOT to develop and implement a plan for each highway level of development to address:

- Level of service standards;
- Highway geometric standards;
- Highway maintenance standards; and
- Eligibility for funding for new construction, reconstruction, and/or spot capacity improvements (e.g., intersection improvements, passing lanes).

Upon development and before implementation, the Board will approve each level of development plan.

12. Access Management Policy

It is the policy of the Board to preserve the functional integrity of the State Highway System through the development and implementation of a comprehensive access management program by:

- Directing ADOT to develop an access management classification system for the State Highways with appropriate access management standards for each access management classification.
- Directing ADOT to develop a comprehensive access management manual to guide the uniform application of access management throughout the state.
- The Board and ADOT shall work closely with regional planning agencies and local governments to encourage early notification to ADOT of zoning and other land use decisions such as large developments and major traffic generators that will impact the State Highway System in order to coordinate system planning.
- Purchasing access rights to highways, where appropriate and feasible.
- Maintaining that the approximate minimum spacing between interchanges on the limited access State and Interstate Highway Systems be three (3) miles in rural areas, two (2) miles in suburban or transitional areas, and one (1) mile in urban areas.
- Considering ramifications to the corridor, and its future use, when access is granted to the State and Interstate Highway Systems.
- Reassessing road segments as demand changes over time.